

RACING CAR KILLS
9 AT STATE FAIRAuto, Running 75 Miles an Hour,
Driven by Lee Oldfield, Crashes
Through Fence Into Crowd.

FOURTEEN ARE INJURED

Several of These Expected to Die
—President Taft on Track a
Short Time Before the
Accident Occurred.

Syracuse, Sept. 16.—Nine persons were killed and fourteen injured, some of them seriously, as the result of an accident during the closing miles of a fifty-mile automobile race at the state fair track this afternoon, when a Knox racing car, driven by Lee Oldfield, leaped from the track, crashed through the fences surrounding it and plunged into the throngs that lined the other side of the speedway. Six of the nine people were killed outright and three others were so badly injured that they died on the way to the hospital. At the point where the fence was broken down the fewest spectators were standing.

The dead are:
ARNOLD, Fred J., Syracuse.
BALLANTYNE, Charles, Syracuse.
COIN, James, Alexandria Bay, N. Y.
FUNK, Fayette, Fairville, N. Y.
HALL, Leo, Syracuse.
HAMIL, Claude, Hammond, N. Y.
Unknown man, sixty years old.
Unknown man, twenty-five years old.
Unknown boy, ten years old.

The injured who have been identified up to the present time are Lee Oldfield, driver of the car that left the track; William Sharkey, of Syracuse; Harry Bradley, of Syracuse; Charles Dooley, of Syracuse, and Miss Anna Youker, of Syracuse.

The list of dead may be increased, as it is believed at this time that several of those who are numbered among the injured are so badly hurt that they cannot live.

Biggest Day in Fair's History.
The accident was the fatal termination of a day which was undoubtedly the biggest that the state fair has ever seen, in point of attendance as well as in the matter of attractions.

The honored guest of the fair to-day was President Taft. It was only a short time after President Taft left here on his special train for the West that Oldfield's car took its toll of death.

Just before he left the clubhouse, where he had spoken at a luncheon, President Taft took a short ride on the track in an automobile. The tracks were wet to keep down the dust for the President and his party. This wetting was such as to cause drivers who were to compete in the 50-mile event to protest against it.

When the race was called Ralph De Palma and "Bob" Burman, who had been driving in previous races, refused to go on because of the condition of the track. They said that the water had made it too dangerous for them to take chances. There was some delay, and during the time the track dried somewhat. The race was called, and De Palma and Burman were both entrants, along with Oldfield and six others.

The accident happened in the forty-third mile. De Palma had been leading with a lap to the good and Oldfield was trailing him as they entered the first quarter of the beginning of the forty-third mile. The big cars, travelling, it is estimated, at seventy-five miles an hour, were running side by side as they swung around the turn after passing the grandstand on the first quarter. As they took the turn there was a report.

The car driven by Oldfield leaped in the air. Then it swerved to the outer side and crashed through the fence. The crippled machine, beyond the control of the driver, ploughed its way through hundreds of persons who had lined themselves along the fence in the hope of viewing the races.

Mangled Beyond Recognition.
The runaway car had left people piled together, many of them mangled almost beyond recognition in heaps on the ground. At once nearly a score of the dead and injured were picked up.

Hurry calls were sent to this city for ambulances, and every one in the city responded. Vehicles of many kinds on the fair grounds were also impressed into service as temporary ambulances. The dead and injured were taken to the emergency hospital on the fair grounds, and at the same time the Woman's Building was turned into a hospital ward.

Aid was volunteered by scores of physicians, and there were many offers from trained nurses who were in the vast throng in attendance. One woman tore off all of her undergarments that bandages might be provided for the wounded. Her own sister was injured, but she stuck heroically to her task, and continued to provide bandages until she had no more material from which to improvise them.

For more than twenty miles, spectators declared, Oldfield had been driving his car with one of the shoes flapping. In the hope of beating out De Palma, however, his manager, instead of stopping him, had, it is said, urged him to increase speed.

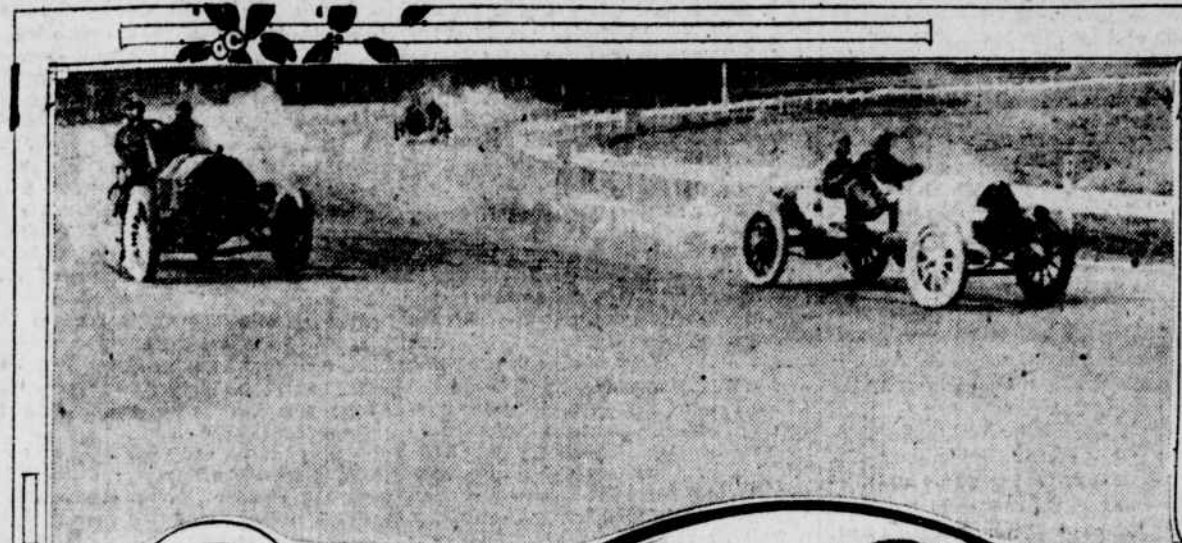
In spite of the fact that it quickly became known that many had been killed and injured, the officials in charge refused to call off the race, and the last few miles were run while hundreds thronged the track.

The last of the motorcycle events was run off and second heat of the Remond-Burnoff trophy was about to be started when the seriousness of the accident became known, and the remaining races were called off.

Oldfield, the driver, who is in a city hospital, is being guarded by an officer, and as soon as he recovers will be arrested, it is said.

De Palma won the race after having led all the way through. That he did not figure in the smash-up is regarded as remarkable. Almost immediately after crossing the finishing line one of his rear tires exploded.

AUTOMOBILES RACING AT TERRIFIC SPEED ON A DIRT TRACK.

LEE OLDFIELD.
Whose machine leaped from the track and plunged into a throng of onlookers, killing nine and injuring fourteen.DIXIE IV JUMPS ASHORE;
HITS THREE SPECTATORS

One Boy Fatally Injured and Another Loses Leg on Bank of Niagara River.

THOUSANDS SEE ACCIDENT

F. E. Burnham's Swift Hydroplane Lies a Wreck on Rocks—Occupants of Boat Not Seriously Injured.

Buffalo, Sept. 16.—The Dixie IV, Frederick K. Burnham's speedy hydroplane, which successfully defended the Harmsworth Cup at Huntington, Long Island, and on Friday won the championship of the United States on the Niagara River course, to-night lies a wreck on a narrow ridge of rock between the Niagara River and the Erie Canal, off Riverside Park. The Dixie was leading in a race for the Great Lakes championship, and was speeding through the water at the rate of thirty-nine miles an hour when she dashed into the bank and jumped ashore, striking and seriously injuring three spectators.

Mr. Burnham, who was at the wheel, and the four members of his crew escaped uninjured. Harold Bell, a thirteen-year-old boy, had his pelvis and skull fractured and will die. His mother, Mrs. Elmer Bell, was injured about the head, and John Daniels, son of Dr. John Daniels, had his leg cut off just above the ankle by the Dixie's outboard.

The Dixie was rounding the upper stake boat when something went wrong with her steering gear. She careened for a moment, and then headed directly for the shore, which was lined with thousands of spectators. When Mr. Burnham saw that the boat was beyond control he shouted a warning to his crew, but clung to the wheel in a desperate effort to bring her about. Twenty feet from the shore two of the crew leaped into the river. The other two, in the forward cockpit, had no time to get out. When the Dixie crashed, head on, on the riprap, Burnham was hurled from the wheel, but he landed in the water and escaped without a scratch. The two engineers were badly shaken up, but were not seriously hurt. The Dixie leaped entirely out of the water.

The crowd was slow to scatter when the Dixie headed toward shore. They apparently did not realize quickly that the boat was beyond control. Bell was crushed under the hull of the boat and Daniels was pinned to the rocks by the outboard. Mr. Bell was hurled to one side. The boys were released and taken to a hospital.

The Dixie's bottom is shattered and her engines apparently are badly damaged.

To Reno? Positively Not.
"But don't you intend going to Reno?" she was asked.

"Never entered my head. I'm going to stay right here all winter; yes, in this very apartment in 121 street where I stand this moment."

"Isn't there some plan to get a divorce, then?"

"I don't see how I can get a divorce, do you? You'll have to talk with Mr. Suydam about that."

The last question was:
"Haven't you received notice to vacate?"

"No," replied the young woman, "I have received no such notice. Do you want to talk to Mr. Serviss? I'll get the boy to connect you. Just a minute."

Mr. Serviss took up the thread of the conversation, but not from choice. He was a little more communicative when seen a few minutes later in the hall of his house.

"I stand by what I said this morning," he affirmed, "but I am not going to repeat it."

He was told again of the attitude assumed by his tenant.

"Well, that's good enough for you, isn't it?" he asked.

"But your views and hers conflict," it was suggested.

"I'm not a-going to say another word about it," he repeated. "The whole thing makes me sick."

When the delegation of reporters arrived at the open door of Mrs. Suydam's

MRS. SUYDAM AND NOBLE
DEFY HOTEL PROPRIETOR

Young Wife Who Has Left Husband Says She Will Spend Winter in Present Quarters.

WILL NOT SEEK A DIVORCE

Declares She Does Not See How She Could Bring Action, and Suggests That Husband Be Questioned on Subject.

Mrs. Walter Lisperard Suydam, Jr., who eloped from Blue Point, Long Island, and September 5 with Frederick Noble, a Brooklyn youth, now defies her landlord to eject her from the rooms which the couple occupy in the Regina apartment hotel, No. 52 West 121 street.

Mrs. Suydam's articulation suggests the snapping of a whip, and when she announced yesterday afternoon that she expected to spend the winter in the apartment, D. A. Serviss, lessee of the apartment house, seemed to hesitate in reaffirming his decision of the morning that the young tenants must go. Finally, though he refused to repeat his words giving them until Monday to find other quarters, he announced that he had not changed his mind.

Mr. Noble also said that Mrs. Suydam had no intention of moving, and that he intended to see to it that she was not disturbed.

The apartment, though it comprises only three rooms, rents furnished for \$55 a month. Young Noble has paid a month's rent in advance. When he and Mrs. Suydam engaged the flat on September 6 they seemed to have plenty of money, presented references from two banks, made a good appearance and in general impressed the landlord as a fortunate addition to his household. But he has lost confidence in his own judgment, and now, to add to the discomfort of the notoriety from which he and his house are at present suffering, he faces the prospect of having to take the case to court or back down.

"I have a lease of the apartment," said Mrs. Suydam over the telephone, "and I don't intend to vacate. I'm prepared to stay here all winter."

She and young Noble received a deputization of reporters at the apartment in the morning and together placed out a general statement of their reciprocal affection, their determination to continue together and their utter repudiation of all idea of repentance or submission, repeating in substance what they had said the night before. Their last word, they called it. After that Mrs. Suydam would only talk over the telephone.

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FOG DELAYS THE LUSITANIA

Liner Arrives Too Late to Go to Pier at Night.

The Cunard liner Lusitania, whose sailing schedule was disrupted by the strike in Liverpool, arrived here last night too late to dock. Captain Charles reported to the local authorities, after passing Nantuxet Lightship at 10 p. m., that he would be off the Ambrose Channel Lightship at 9:45 p. m. and at the pier about 12:30 a. m. He encountered fog, however, and did not make the lightship until after 1 o'clock.

She will land her passengers about 8 a. m. to-day.

The Lusitania left Liverpool for New York on August 27, arriving here on September 2. She sailed for Liverpool again on September 3, arriving at Liverpool on September 9. She left her home port two days later, arriving here last night in time to resume her schedule, which calls for her departure on Wednesday. The big liner has made three trips across the Atlantic, a distance of almost ten thousand miles, in twenty days.

Among the passengers on the Lusitania are George W. Meyer, Secretary of the Navy, and Judge Gary, of the United States Steel Corporation.

'MONA LISA' HUNT FRUITFUL

Miniature of Nell Gwyn Seized on Canadian Frontier.

St. Paul, Sept. 16.—In their search for the "Mona Lisa," stolen from the Louvre at Paris, an agent of the Treasury Department supervising customs collectors at the Canadian frontier has come into possession of a miniature which is believed to be a painting of Nell Gwyn, a favorite of Charles II of England.

The miniature is in an old gold frame of fine workmanship, set with twelve diamonds and with two other small paintings was taken from a man crossing the frontier into this country.

Treasury Department officials believe that the "Mona Lisa" will be smuggled through the swamps of Northern Minnesota. Acting through orders from Washington, it is understood George C. Foulkes, special agent of the Secret Service in charge of the customs offices on the Canadian line from the Great Lakes to the Pacific Coast, left yesterday for Northern Minnesota, where he will take charge of the hunt which the government is making for the picture thieves.

It is believed the picture will not come through any of the regular ports of entry, but will come by the "caravan route."

WALKED IN STREETS IN SLEEP

Police Find Young Woman, Who Shivers from Cold When Awakened.

Barefooted and clad in only a white nightgown, with her hair streaming down her back, Miss Sophie Michaels, twenty-two years old, of No. 28 Lee avenue, Williamsburg, was found walking in her sleep early yesterday morning in Lee avenue, near the Coney street station.

When awakened by Lieutenant Lyman and Patrolman Bender Miss Michaels became hysterical and shivered from the cold. Extra clothing was provided for her in the station and she was taken home. The police learned that Miss Michaels had been a somnambulist for some time, but yesterday morning was the first occasion she took to walk in her sleep outside of her home.

TEXAS PROHIBITIONISTS QUIT.

Dallas, Tex., Sept. 16.—There will be no contest of the July 22 state-wide prohibition election, which the anti-prohibitionists won. A recommendation to this effect by the state-wide prohibition subcommittee was adopted to-day.

CEWEY'S SUPERIOR PORT WINE.

Mixed making and nourishing.
H. T. Dewey & Sons Co., 125 Fulton St., N.Y.

—Adv't.

MAYOR HEARS BITTER
ATTACK ON CHARTER

Sits Almost Unnoticed in Academy of Music While Controller Speaks.

HIS UTTERANCES DENOUNCED

Prendergast Spares Not the Man or the Document, Unveiling Without Mercy Motives Behind the Latter.

From the comparative obscurity of a seat far in the rear of the auditorium of the Academy of Music, in Brooklyn, Mayor Gaynor listened last night to a bitingly sarcastic and unflinchingly frank criticism made by Controller Prendergast of his recent utterances on the proposed new charter.

Mr. Prendergast knew that the Mayor was present. The news of Mr. Gaynor's arrival was brought to him almost immediately after the Mayor had been seen entering the Academy of Music, where the Brooklyn League held a mass meeting to protest against the passage at this time of the proposed or any new charter.

From the moment that Mr. Prendergast began to speak his words seemed to be addressed mostly to that part of the orchestra seats where Mayor Gaynor had found a chair and was sitting quietly, almost unnoticed. For some reason, the fact that the Mayor was present did not spread like wildfire, but remained known to comparatively few of those present. But these appreciated the irony and the importance of the situation.

The applause which greeted Controller Prendergast gave him an opportunity to go over the attack from the very beginning of the speech. He said he was glad to be so graciously received, because it gave him an assurance that he could not belong to "that band of petty falsifiers who have been condemning the new charter."

Explains Motives Behind Charter.

"I make this assertion," Mr. Prendergast said, "that not a change is suggested in this new charter as far as the present system is concerned that has not for its basis either the accomplishment of some political revenge, the satisfaction of some personal grudge or the improper aggrandizement of power."

The assertion has been made, the Controller said, that this charter was not a secret one. He told his representative to the conference during the consideration of the charter until they had pledged themselves not to reveal a single thing to the newspapers.

"And that happened in Albany, in the State of New York, in the United States, in the year 1911," exclaimed Mr. Prendergast, amid applause that shook the hall.

"When we ask the members of the legislative committee who are preparing the charter," the Controller continued, "why they wanted to give to the Mayor the power of veto over contracts—mind you, vetoes over rapid transit contracts and not franchises—they said they were acting under orders. Under whose orders? Did the people order them? Was there any convention to decree it? Was there any mass meeting to ratify it? No!"

"Whose orders were they? The orders of the Mayor of New York and the orders of Mr. Murphy, of Tammany Hall."

The Academy of Music resounded with unusually energetic applause, that seemed to be strongest in the neighborhood of Mayor Gaynor's seat, when Mr. Prendergast alluded to the Mayor as a man who believes that he centres in himself all the virtues and all the ability necessary to the consummation of good government," and described such a man as suffering from a disease called "in-growing egotism."

Mayor Has Nothing to Say.

When the Mayor left the hall he was asked whether he would care to say anything about Mr. Prendergast's speech. He shook his head and said, "Nothing to say; nothing to say."

The meeting called by the Brooklyn League was attended by perhaps seven or eight hundred persons. The speaking was expected to centre on the new charter, but, though that question was raised by all the speakers, their main concern seemed to be the fate of the new subway contracts which are being prepared and soon will be submitted to the Board of Estimate.

The proposed veto loomed up as the most pressing issue because of the new charter. Borough President McAneny of Manhattan was the first to discuss it; Edward M. Bassett, a former member of the Public Service Commission, devoted his whole speech to it, and Mr. Prendergast made it also one of the most emphasized points brought out by him.

When Russell Benedict, president of the Brooklyn League, introduced Mr. Prendergast, the audience, which had already been warmed by Messrs. McAneny and Bassett, gave him a rousing reception, as if expecting what was to come. Mr. Prendergast said in part:

Mr. Chairman, Ladies and Gentlemen: The cordiality of your reception is deeply appreciated. I am glad that you have been so good as to give me this reception, because I know after receiving it that I cannot belong to that band of petty falsifiers who have been condemning the new charter. That is, unless we are all in the same boat. I shudder, Mr. McAneny, for the esteem in which you are going to be regarded in the near future. The crime of in-majesty, I believe you call it, committed by you and Mr. Bassett to-night, will certainly call for condign punishment. You can expect in the very near future several epistles regarding the delinquencies of the borough of Manhattan. I am sorry to see an angel fallen from grace, but of course I am glad to have some company, because I have belonged in the same boat. The revised draft, the latest revised draft of the new charter is not ready to be regarded in the near future. 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